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NOFORN

REPORT

DATE DISTR. 20 December 1956

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NO.	PAGES	1
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REQUIREMENT
NO.

REFERENCES

DATE OF INFO.

PLACE &
DATE ACQ.

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INFORMATION REPORT INFORMATION REPORT

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U.S.S.R.

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NAVAL/ECONOMIC/AIR

Port Information on NAKHODKA

(5th - 7th August, 1956)

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1. The following observations were made between 5th and 7th August 1956.

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2. A radar scanner, bearing some resemblance to a Japanese TACHI 18, was observed at MYS SREDNIY (Admiralty Chart No. 3041, 42°44'10"N., 132°51'40"E.).

3. At BUKHTA CHAGABUR (42°44'50"N., 132°52'30"E.) a large bucket dredger, similar in size to the French dredgers used in the Far East, was operating in the bay.

4. A new light buoy has been established south of OSTROV LISIY at approximately 42°45'22"N., 132°54'55"E.

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5. KEY (to sketch):

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(1) Transport outward bound carrying a large number of poorly clad passengers believed to be forced labourers being repatriated.

6. (2) A dump of approximately 100 net buoys beneath the light-house at MYS ASTAFYEVA. They were painted black and appeared new.

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7. (3) Blasting operations, thought to be the site of a new coal depot.

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8. (4) Fuel cylinders.

9. (5) KRONSTADT class escort vessel at the M.T.B. base.

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She mounted one gun forward, at the most a 4-inch, and had two depth-charge chutes over her stern. She did not carry paravanes.

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/10. Three.....

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10. Three M.T.B.s were drawn up on the hard nearby. They were painted dark grey, and carried no armament or torpedo tubes.
11. (6) A large building occupied by naval personnel. Several low buildings in the near vicinity appeared to be used as barracks.
12. (7) Floating crane employed on salvaging operations on a ship of 4-5,000 G.T. which had run aground and broken in halves during a typhoon in 1956.
13. (8) One of the M.T.B.s on the hard.

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14. (9) Two jetties at which were berthed a total of four M.V. Class submarines.

15. The buildings in the background are all occupied by naval personnel.

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16. (9A) Dump for approximately 200 net buoys.
17. (10) Tentatively identified as fish canning factories with four or five trawlers anchored off shore.
18. (11) Area of blasting operations along the foreshore at the inner end of the harbour. The purpose of these operations was not discovered.

19. (12) Fisheries Wharf with seven or eight cargo vessels alongside.

20. At the inner end of the harbour [REDACTED]

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[REDACTED] was anchored a square-rigged training ship.

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21. (13) Cargo vessels, possibly under repair.
22. (14) Two floating docks, one of which was seen to take a ship of 3-4,000 G.T.
23. (15) Naval cable ship [REDACTED] at the southern end of the Main Wharf. This vessel is a converted tanker of approximately 800 G.T.

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24. (16) Russian cargo vessel "KAMEHE NOAO BCK".

25.

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26. (18) Russian liberty type vessel "VISSARION BELINSKY" [REDACTED]

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with a floating crane alongside.

27.

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28.

29.

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30. (22) Unidentified Russian passenger vessel of approximately
8,000 tons.

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31. (23) Long, low buildings, similar to aircraft hangars, painted a
reddish brown.

32. (24) Building resembling an airfield control tower.

33. (25) Numerous unidentified buildings and factories.

34.

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[REDACTED] the Russian liberty class vessel "MENETS PODOLSKY" arrived on
7th August.

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35. The cargo of the merchant ships in port could not be
ascertained, but a large quantity of timber was observed at the southern
end of the Main Wharf.

36.

[REDACTED] the population of

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NAKHODKA had increased over the last twelve months (August 1955 to
August 1956) from 200,000 to 300,000.

37. No coastal defences of any kind were observed and no military
personnel were seen on shore.

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/38. There.....

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38. There was no indication that work had begun on the proposed breakwater running south east from NOVITSKOGO Island. A small boat was observed crossing the line of the proposed breakwater between NOVITSKOGO Island and the buoy off MYS ASTAFYEVA, pointing to its non-existence.

39. A beach still remained at the end of the inlet at the south western end of the Main Wharf, but a floating derrick was observed working in that area.

40. The old shacks which had previously been seen around the inlet had been removed and the foreshore cleared, but the wrecks on the south western side were still there.

41. The railway had not been extended round the south western end of the harbour and certainly not as far as the Naval Base.

42. Apart from the recent addition of small buildings in the vicinity of (6), no visible extensions or improvements were being carried out at the Naval Base.

43. There were no new oil storage tanks seen under construction.

44. Cranes, in addition to those on the Main Wharf, were observed both on the Fisheries Wharf (12) and at MYS SHEFNERA

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45. No ships were observed under construction, but the possibility of one being built in the near future was hinted at by a local resident.

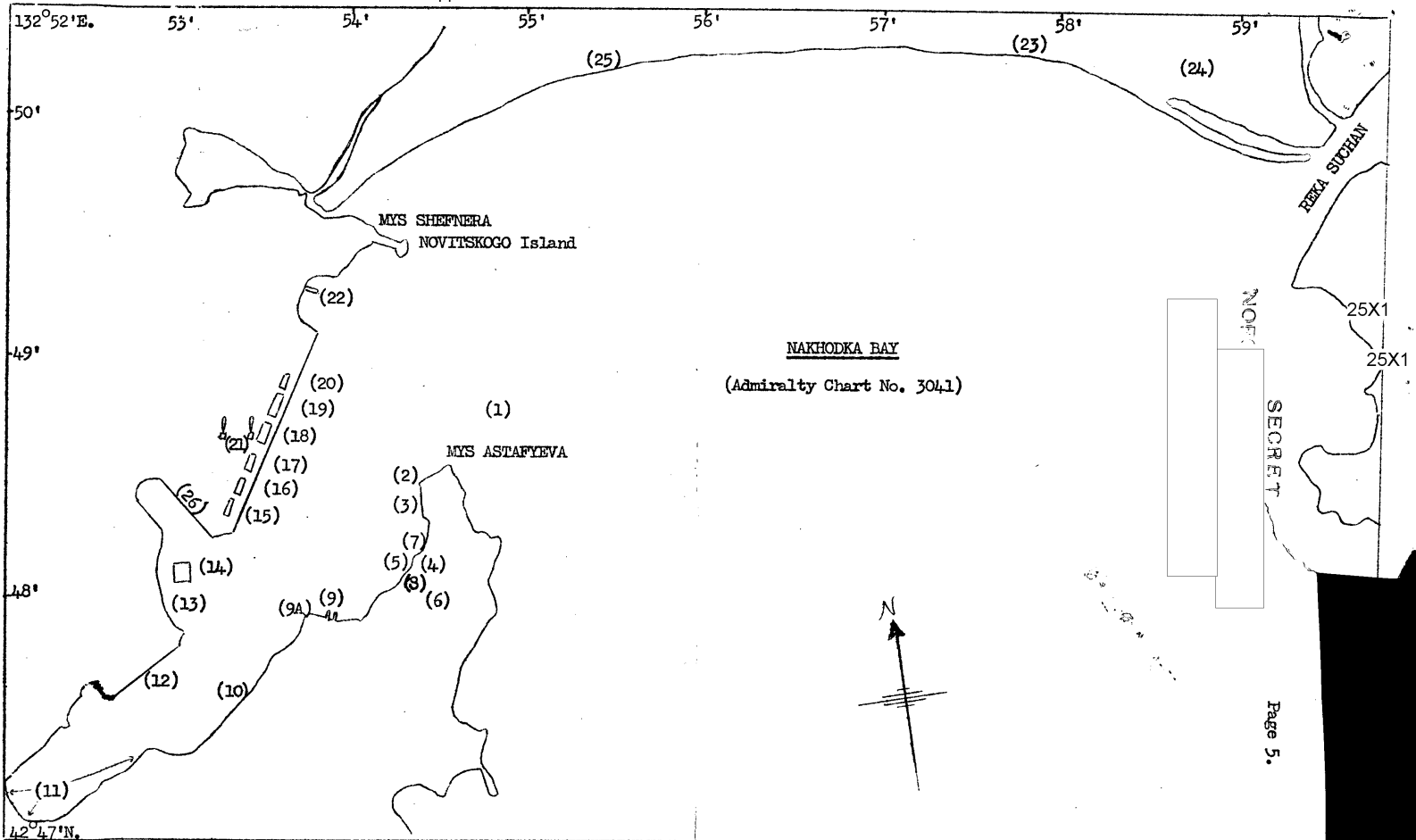
46. With the exception of a short strip of road near the Railway Station (26), all the roads were unsurfaced. The main roads were capable of taking two-way traffic.

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COMMENT NO. 1:

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1. Reference para. 2: Radar has been reported in this position previously, but there is no evidence of the type.
2. Paras. 3 and 4: No collateral.
3. Reference para. 7: This blasting has previously been reported and could possibly be for getting stone for re-construction work.

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5. Reference para. 10: Probably true.
6. Reference para. 11: Naval Barracks are known to be in this area.
7. Reference para. 14: Probably true.
8. Reference para. 17: Fish canning factories have previously been reported in this position.
9. Reference para. 18: Collecting stone for re-construction?
10. Reference para. 22: Two floating docks are known in this area.
11. Reference para. 23: A first report.
12. Reference para. 29: A pity source did not fix the position of the wrongly-charted leading mark.
13. Reference paras. 31 and 32: An airfield is known to exist to the north or north west of the harbour.
14. Generally, a very interesting report and source must have taken much trouble to compile it.

COMMENT NO. 2:

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Reference paras. 31 and 32: We are unable to comment on reports on RUSSIA.

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